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## Newsletter May 2012

### Next meeting

The next club meeting will be held on Tuesday 5<sup>th</sup> June 2012 as a run round County Antrim, ending with tea and a short meeting at Cairndhu Golf Club. Please plan to attend your participation is necessary to the club's activities

### Membership Fees

There are a number of members for whom we have no date of birth. This is especially so with many of the newer members. Whilst I know many are much younger than I, there may be some who are older. There is a discount for members over the age of 65. If you think you are not getting the right charge or have not supplied a date of birth, please let either Richard Gregory or Heather Caulfield know so that our records are up to date & correct.

Richard Gregory: Treasurer

Heather Caulfield: Membership Secretary

Post to:

Heather Caulfield

11 Birch Lane

Sherwood Parks

Newtownabbey

BT36 5WH

**Email: [membership@eaovc.co.uk](mailto:membership@eaovc.co.uk)**

**Tel: 02890 838004**

### Unpaid Meals

It has come to the attention of the committee that a number of people who took part in the run to Waterfoot have failed to pay for their meals.

This, I feel is not within the ethos of the club. If you have forgotten to pay I am sure that Richard will accept the money anonymously or otherwise to rectify the Issue.

### Forth Coming Events:-

Sunday 20<sup>th</sup> May Late Members Run.

Sunday 3<sup>rd</sup> June Jubilee Static Display  
Loughshore Park Newtownabbey.

Monday 4<sup>th</sup> June Jubilee static display Larne  
Borough Council.

5<sup>th</sup> June Cairndhu and beyond a short evening  
run followed by a meeting.

9<sup>th</sup> June Uptown Hoedown static display a  
Country and Western Jamboree at  
Glengormley Town Park.

3<sup>RD</sup> July Monthly meeting Clarion Hotel.

Sat 21<sup>ST</sup> July Treasure Hunt followed by a  
barbecue at Billy Andy's.

Sunday 5<sup>th</sup> August Belfast to Portrush  
Cavalcade. The annual Charity event to  
Portrush for evening dinner.

Tuesday 7<sup>th</sup> August Monthly meeting Clarion  
Hotel.

Sunday 26<sup>th</sup> August Presidents run.

**Entry forms are available from the web site!**

**NB: The website is there for the convenience of members and it is essential that they use to keep up to date with any changes**



### Portrush News from the President

Members are reminded that your entry form for the above event should be with the organiser by now. Please complete your entry form and send it to Robert Raj, 16 Glenraig Gardens, Newtownabbey, BT36 5GG.

It is important that we get good support from the club members. I am hoping that we will have at least 99% support from the members. It is your duty as a member that you support the club's events, but particular the charity event of the above type. **YOUR SUPPORT IS ESSENTIAL FOR THE SUCCESS OF THIS CHARITY EVENT.**

If you have not yet received the entry form, please ring 9084 2993 and one will be posted to you. You can of course download one from [www.eaovc.co.uk](http://www.eaovc.co.uk) or [www.aovc.co.uk](http://www.aovc.co.uk).

If you want to know more about this, please don't hesitate to ring Brian Hamilton the chairman of the event at 9083 2321 or Robert Raj 9084 2993.

### Advertisement?

Can you help? We are looking for your help obtain an advertisement for the Souvenir Programme for this year's Club's Charity "TINY LIFE", Northern Ireland's only premature and vulnerable baby charity, dedicated to reducing premature birth, illness, disability and death in babies born here.

The cost of full page £50, Half page £30 and quarter page £15.

If we all tried to obtain one ad, imagine what a wonderful service you will be to humanity. Want to know more about it? Ring Andy Leckey at 07778939777 or 9086 1356 or Brian Hamilton at 9083 2321 or David Lauro 9032 5000. I am hoping and praying that you as a

loyal member of the club will play your part in helping out by:

1. Obtaining adverts for the programme
2. Taking part in the event.

It is your club and your participation is necessary for the success as we have enjoyed for the last 10 years.

### Additional Information

We have decided to provide you and your companion with a packed lunch for that day. You will not have to bring your picnic. Just look what you are getting on the day:

1. Breakfast starting at the Mill from 8.00 a.m.
2. Packed lunch.
2. Dinner at Royal Court Hotel,
3. Photograph of yourself and your Vehicle.
4. Static Display at Dunluce Centre, Portrush.  
*All for the price of £21 pp.*

### Ballot Books

With this Newsletter you will be receiving one or two Ballot books. There are only 10 tickets in each book. You are requested to please sell these as soon as possible. Don't just send them back without making any effort to dispose of them, make a special effort to sell them. It is one way of raising money for the charity. Please do your best, well, more than your best, to sell the books and return the counterfoils and the money to: Richard Gregory, 54 Tudor Park, Newtownabby. BT36 4FT.

### How the Charity Money is Raised

1. From Souvenir Programme advertisements that usual bring in £2500-3000 Approx.
2. From Ballot Books £1000 It should bring in more but some members don't sell the books, some members don't bother to return the books. We print 3000 tickets i.e. 300 books of 10 tickets. Maybe this year we will all make special effort to do more.
3. From Ballot on the day of the event £700-800



I want you to help us by: Selling advertisements, selling more ballot books and giving your SUPPORT

**Did You Know:**

1. That more than three-quarters of all the Porsches ever made are still on the road.
  2. That 1 in 5 people admit to lying when selling a used car.
  3. That in 1964 Mini Cooper S wins the Monte Carlo Rally.
  4. That in 1965 Brake stop lamps made compulsory.
  5. That in 1963 Vauxhall opens Ellesmere for Viva production.
- That in 1965 Rover bought Alvis.
6. That in 1963 Ford opens Halewood plant to make the Anglia.
  7. That in 1964 Chrysler buys stake in Rootes.
  8. That collective name for camels is a caravan.
  9. That the Golden Nugget casino in Las Vegas boasts an ATM machine that delivers gold instead of cash.

**Reports From the runs  
Easter Weekend**

Saturday 7th April saw 17 people and 8 cars gather at the Chimney Corner Inn to go on the Easter weekend. After a pleasant trip down



we had a short break for a picnic lunch in Enniskillen and then travelled on to Arigna.

There was a good selection of cars from Mikes Sunbeam Talbot to an interesting Ford Pickup. It seemed rather bizarre to drive up a mountain to



go underground to see the coal mine .

The displays were interesting as was the tour of the mine.

After some refreshments we travelled on to Castlebaldwin where we were welcomed at the Cromlech Country Hotel. After we had washed off the dust of the road and the coalmine we were treated to a gourmet meal which seemed to suit everyone.



After some drinks in the bar we retired to bed. The next morning we travelled to the Irish Rail station at Dromod to see the Cavan and Leitrim Railway Museum. I felt that it was disappointing as a railway museum but had

its own charm as a very unusual scrap yard.

After lunch in a local bar Mike led us through the bye ways of Leitrim and Fermanagh with a route designed to avoid Enniskillen. We then headed up the motorway to home.



A very special thanks to Patrick and James for all their hard work in researching and organising the weekend.

**Colemans**

From all reports there was brilliant weather and good turnout of cars including our chairman's new breakdown truck. I hope he is not intending to charge too much if we breakdown





## **FUEL NEWS: Matt Vincent**

### **FUEL STAKEHOLDER MEETING, 17 MARCH 2012**

The Department for Transport invited FBHVC member clubs to a Fuel Stakeholder meeting on 17 February 2012 to discuss ethanol in petrol. The meeting was well attended by FBHVC club representatives. In addition to three members of the Federation of British Historic Vehicle Clubs legislation committee, two of whom were representing Riley Register and Vincent motorcycles respectively, representatives for Jaguar, Sunbeam, Morgan, Bristol, Triumph, MG, military vehicles and the VSCC were present. The AA was also represented, and the meeting was well attended by oil company representatives who were generally helpful and sympathetic. DfT will issue formal minutes to all representatives, and will also arrange for the exchange of representatives' email addresses.

One of the key messages which DfT were keen to put across was that E10 is not mandated for introduction in 2013. It was widely believed that E10 would be a reality in 2013, but this was stated to be an error or myth. It is now believed that E10 introduction is more likely from 2014. Some 4 million vehicles in the UK vehicle parc are currently not compatible with E10.

It emerged that much, but not all, super premium petrol (i.e. octane quality of 97(ROn) or above) does not contain ethanol. However, it is not always easy to know exactly which forecourts are selling ethanol-free super premium, and which are selling this grade with some added ethanol. This grade still represents the best chance of minimising or avoiding ethanol, albeit with a cost penalty.

The FBHVC are looking into the suggestion the Federation should collaborate with the oil industry to try to establish a more detailed and accurate picture of where ethanol-free super-premium petrol could be obtained for those interested in buying it. This will only be a temporary respite as it is clear that ethanol is not going to go away, and that a sensible strategy is to learn to live with it. The three-pronged approach advocated by the Federation:

**Compatibility:** move progressively to the use of compatible materials as this becomes necessary.

**Corrosion:** employ a proven corrosion inhibitor in the fuel tank as a precautionary measure.

**Combustion:** adjust mixture strength to counteract the leaning effect of ethanol in the blend and re-route fuel feed lines and/or employ baffles or other thermal barrier devices to reduce heat transfer from the engine to the liquid side of the fuel metering system on the vehicle remains a valid and common-sense approach to the potential problems of the use of fuels containing ethanol.

The Federation would also like to emphasise that it does not recommend the use of kerosene in those engines that have not been specifically designed to use it.

As reported in the last FBHVC newsletter, the international organisation, FIVA, has submitted views to the European Commission on a consultation on the future infrastructure requirement to ensure the increased use of alternative fuels in the EU. The submission stated FIVA's view that both traditional fuels and E5 must remain available on the market to ensure the continued use of historic vehicles because experience has also shown significant technical problems for historic vehicles by the use of E10 – with vehicles most likely to be affected being vehicles ten years old or older, carburettored vehicles and first generation direct spark ignition vehicles.

For more detailed information please see the bio-fuel page [www.fbhvc.co.uk/bio-fuels](http://www.fbhvc.co.uk/bio-fuels)

#### **Additive testing**

Although the results of the tests on the fuel stability additives are not quite ready at the time of writing, we can announce that these products do make a significant difference and provide good corrosion protection. The testing should be completed at the end of March and the results will be announced as soon as they are available. The FBHVC's official endorsement will be given to all products that pass the tests and the suppliers will be entitled to show the FBHVC logo on the packaging along with the endorsement. It is worthwhile repeating that these products have only been tested for corrosion protection – they will not protect against other incompatibility issues which may arise as a result of using petrol containing ethanol and we cannot comment about any other properties claimed by the suppliers.

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Another source that I have read suggests that the most important thing that a classic car owner can do is to introduce a filter immediately after the petrol tank in addition to one at the carburetor. This prevents any debris that is present in the tank from being washed into the fuel lines by the action of the ethanol.

It is also interesting to note the comment that most super petrol does not contain Ethanol

**Disclaimer:- The views and comments expressed are not necessarily those of the AOVc**